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DDA Memo, 4 Apr 77

Auth: DDA REG. 7702763

Date: 07 APR 1978 By: oll

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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY Yugoslavia

SUBJECT Yugoslav Air Force

25X1A6a

ORIGIN

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Next Review Date: 2008~~

DATE:

INFO. December 1946

DIST. 6 February 1947

PAGES 20

SUPPLEMENT 2 charts

25X1X6

EVALUATION OF CONTENT

SOURCE

A. GENERAL ORGANIZATION

1. See attached chart.

B. TERRITORIAL ORGANIZATION - Aerial Territorial Zones

2. YUGOSLAVIA is subdivided into four aerial territorial zones.

3. Each territorial zone command has full power of command and authority of management over all airfields, shops, warehouses, depots, and training schools which are located even temporarily in the territory under its jurisdiction.

4. The Command Headquarters of the serial territorial zones are located as follows:

1st	Zone	Hq		NOVI SAD
2nd	"	"		SKOPLJE
3rd	"	"	(*)	S. RAJSKO
4th	"	"		ZACREB

(*) Note - The third Zone Hq has also jurisdiction over the airfields of Rajlovac, Mostar, Zemunik, Kraljevo, and Podgorica.

C. MATERIAL

5. The Yugoslav air force has a strength of about 600 planes of various types, some of them outdated. However, large shipments of planes and motors are on their way from RUSSIA.

6. During August 1946 300 improved ME-110 were sent from RUSSIA to YUGOSLAVIA. The chief improvement consisted in adding the same type of armor plate as is used on the Stornovik. Since 1942 RUSSIA has been able to repair German planes of the ME-110 type.

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7. Planes of the IL-2 and the WAK-9 type are arriving by railway from RUSSIA. During the period between June and August 1946 the following were received from RUSSIA: 70 PE-2, 30 UT-2 (*), 20 WAK-9, 20 UIL-2, 18 UPE-2.

(*) Note: The Russians place the letter "U" in front of the symbol used for a type to indicate pursuit planes, fighter planes and bombers used as training ships.)

8. Information was received that it was believed that a new type of Russian plane with a maximum speed of 800 kms per hour was about to arrive in YUGOSLAVIA (date: 27 October).

9. Information was received that lately some units have been supplied with samples of two new types of Russian bombers bearing the letters L-51, and L-52. No further details are available (date: 14 Sept. 1946).

10. Insignia on Yugoslav planes:

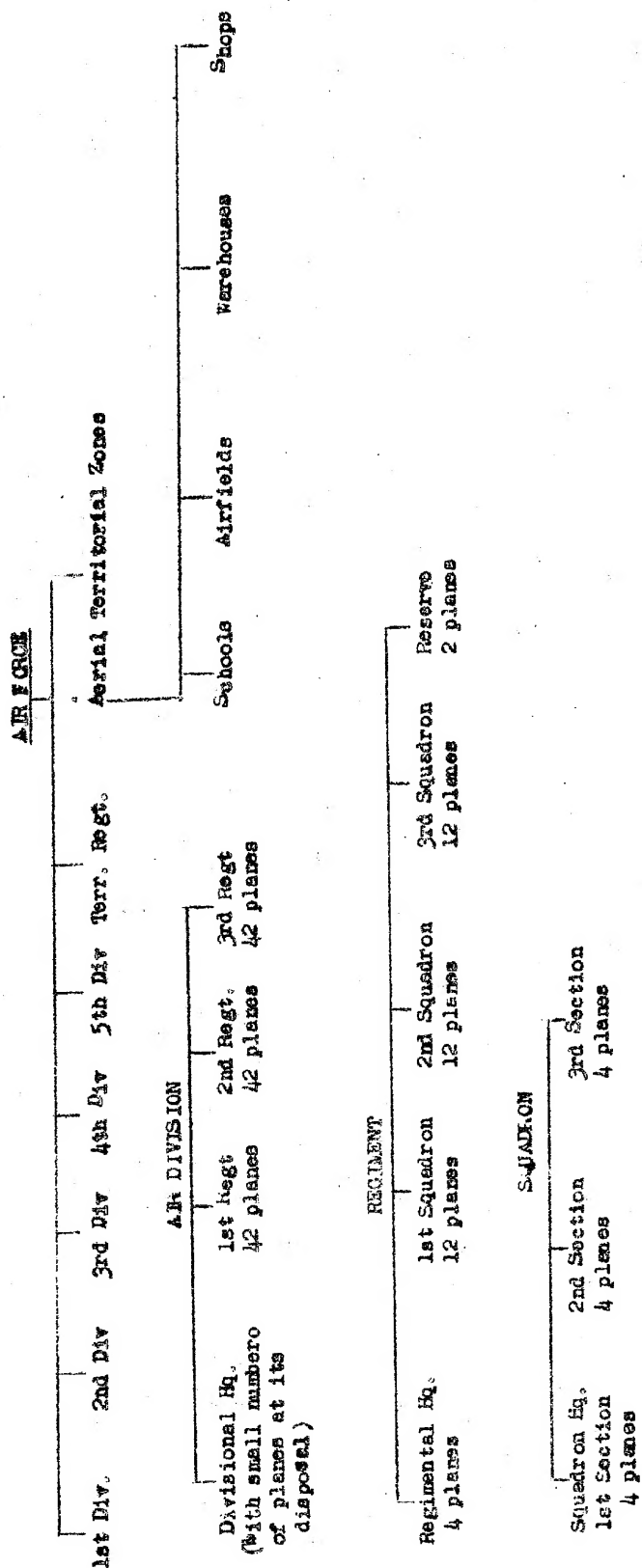
- a. Military planes are iron grey and bear the following insignia: a red star painted on the sides of the fuselage; a red star painted on the wings; the Yugoslav colors with a red star painted on the rudder.
- b. Civilian planes have the Yugoslav flag painted on the tail and the serial number under the wings.

11. It is reported that the Yugoslav air force has the following types of planes:

- | | |
|--|--|
| <p>a. <u>BO MBERS</u></p> <ul style="list-style-type: none"> -DOUGLAS -ZKB-26 -DB-3 -DB-3A -DB-3F (or IL-4) -PE-2 -S-79 -L-51, L-52 | <p>e. <u>TRAINING SHIPS</u></p> <ul style="list-style-type: none"> -UT-1 -UT-2 -UPE-2 -UIL-2 -WAK-9 |
| <p>b. <u>FIGHTERS</u></p> <ul style="list-style-type: none"> -IL-2 (Stormovik) -JU-87 -ME-110 | |
| <p>c. <u>PURSUIT PLANE</u></p> <ul style="list-style-type: none"> -WAK-1 -WAK-3 -WAK-5 -WAK-7 -WAK-9 -WAK-12 -BATA -SPITFIRE (2 e 5 series) -BLAUFIGHTER -HURRICANE -LA-7 -MOSQUITO -LOCKHEED -JCARUS (Yugoslavia) | |
| <p>d. <u>TRANSPORT</u></p> <ul style="list-style-type: none"> -DACKOTA -DOUGLAS -JUNKER | |

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CENTRAL INTELLIGENCE GROUP
Washington, D.C.CHART OF THE ORGANIZATION OF THE YUGOSLAV AIR FORCE

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13. The IL-2 (Stormovik) - Fighter Plane - The IL-2 is an armored plane used for close quarter combat. The armor has been improved by reinforcing the top and sides of the cupola of the cabin and by applying a very thin armor plate in the posterior part of the armored windshield. In the latest models, the external part of the wings, which was previously constructed in metal, is now constructed in wood. In some models a gunner seat has been placed at the back of the pilot's seat with a 12.7 calibre machine gun. Other models of this type have two 37 mm guns in place of the 20 or 23 mm wing guns. Other characteristics of the plane are:

a. Crew: 1 man

b. Armament:

- 2 machine guns placed in wings, calibre 7.62mm, 750 rounds each of ammunition.
- 2 guns placed in wings, calibre 20 mm, 200 rounds of ammunition each; or
- 2 guns, calibre 23 mm, 120 rounds each of ammunition, in place of the preceding ones (some types instead have 37 mm guns)
- fragmentation rocket bombs of 23 kg each
- bomb load of 4 (maximum 6) bombs of 100 kg each.
- thickness of armored shell 4 to 13 mm and transparent parts of 55-65 mm;
- gas tanks protected.

c. Framework:

- Wing spread 14.6 m.
- Length 11.65 m
- Wing surface 38.50 m square
- The entire structure is in metal; in some models the part of the fuselage behind the cockpit is a wooden shell. The fore part is an armored shell which enclosed the motor, the pilot, the gas tanks and the radiators. It has retractable landing gear and small flaps.

d. Motor Unit:

- AM-38 motor of 1,500 horsepower at 2,000 m.
- Nisch-23 type propeller, diameter 3.4 m
- Radiators: located in fuselage; during combat the oil radiator is covered with a shutter like armor.

e. Equipment:

- Radio Equipment: RSI-3 radio (eventually RSI-4 receiver).
- Sighting equipment: Revi PBP-1, or PBP-1a
- Protection of fuel tank: CO₂ in the gas tank to prevent explosions, and a lining of a rubber composition to prevent leaks of gas.

f. Load Distribution:

-Weight unloaded	4,120 kgs	4,120 kgs
-Gas and oil	550 "	550 "
-Bombs	400 "	600 "
-Ammunition	140 "	140 "
-Crew	90 "	90 "
Total weight	5,300 kgs	5,500 kgs

g. Performance:

- Maximum speed close to the ground with 100% power and total weight of 5,300 kg. is 360 km/h.
- The service ceiling with a total weight of 5,300 kg. is 8,800 m.
- The cruising range at a speed of 300 km/h with a bomb load of 400 kg and a total weight of 5,300 kg is 600 km.
- The flight range at a speed of 280 km/h with a bomb load of 600 kg and a total weight of 5,500 kg is 750 km.

h. Note: The plane has a very strong armor. The vulnerable points are the cabin, the upper part of the motor, the tail surface, the rear portion of the fuselage and the landing gear. The radiators are protected.

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13. The YAK-1 - This is a one-seater pursuit monoplane with low cantilever wing, with retractable landing gear. The fuselage consists of a framework of steel tubing soldered together, and covered with canvas; the tail rudders are of "dural" and aluminum and covered with canvas. The fixed horizontal and vertical planes of the wings and tail are constructed of plywood made from birch and pine; the edge where the wings and tail are attached are made of various layers of beech veneer glued cross-wise. Other characteristics of the plane are:

- a. Motor Unit:
 - 1 motor type MPF-100 of 1.200 HP at a height of 4,000 m.
 - 1 three-blade metal propeller, diameter 3 m., of variable pitch.
- b. Armament:
 - 1 20 mm gun located in the propeller hub and 1 machine gun 12.7 calibre synchronized through the propeller.
 - 6 fragmentation rocket bombs located under the wings, 3 under each wing.
- c. Data on Aerodynamics:
 - Profile: relative thickness 13%
 - Wing spread 10.00 m
 - Length 8.50 m
 - Wing surface including the part belonging to the fuselage..... 17.50 sq. meters.
 - The dihedral..... 6°
 - The elongation 5.70 m
 - Weight in flight..... 2,730.00 kg.
 - Wing load..... 156.00 kg/sq meters
 - Power per square meter..... 60.00 HP/sq meter
 - Total surface of ailerons..... 1.36 sq meters
 - Total surface of intrados fin..... 1.77 sq m. 11.00 kg
 - Horizontal tail surface..... 3.00 sq. m. 44.00 kg.
 - with balancer..... 60.00 kg.
 - Surface of the fixed horizontal plane (including the part belonging to the fuselage..... 1.26 sq. m. 32.00 kg
 - Surface of the elevator..... 1.26 sq. m. 11.00 kg
 - Vertical tail surface..... 1.53 sq. m. 17.00 kg.
 - Drift surface..... 0.78 sq. m. 11.00 kg.
 - Rudder surface..... 0.75 sq. m. 6.00 kg.
- d. Distribution of Weight:
 - Weight unloaded..... 2,330 kg
 - Fuel and oil..... 230 kg
 - Ammunition..... 80 kg.
 - Crew..... 90 kg.
 - Weight in flight..... 2,730 kg.
- e. Performance:
 - Maximum speed (at an altitude of 4,800 m., with 100% power and 2,700 kg. weight in flight) 585 km/h
 - Cruising speed 450 km/h
 - Service ceiling (with 2,700 kg weight in flight) 10,200 m
 - Flight range (at a speed of 520 km/h with a weight of 2,700 kg in flight). . . 700 km

14. The YAK-3 - It resembled the YAK-1 in everything except that it has a 1,300 HP engine instead of a 1,200 HP, and has a smaller wing surface. It looks more slender and streamlined than the YAK-1. It has a flight range of one hour with a full load. The cruising speed is 450 km/h. The maximum diving speed is 650 km/h. The opening of the radiator of the motor in the YAK-1 is controlled by hand through a handwheel; in the YAK-3 it is automatic, controlled by a push button which starts a small electric motor. It needs about 250m to take off.

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15. The YAK-7 - It resembles the YAK-1. The main difference is that it is adapted to dual control. It has a 1,300 HP motor. The cruising speed is 350 km/h. The maximum speed is 500 km in a dive. The flight range is 1 hour and 40 minutes.

16. The YAK-9 - It is a low-winged single engine pursuit monoplane closely resembling the YAK-1 and YAK-7. It has interesting flight characteristics and takes off very easily. It is noteworthy for its maneuverability which makes it very effective in combat. It has a closed cockpit. It is constructed in wood and metal which makes it catch fire easily during combat. Other characteristics are:

- a. 1,760 HP liquid cooled M.A. motor
- b. 1,260 HP power on the ground.
- c. normal cruising speed 554 km hours at 5,500 m.
- d. Maximum speed about 700 km hours.
- e. Cruising range 2 hours and 10 minutes.
- f. Ceiling with normal weight 10,600 m.
- g. Total weight 2,700 kg.
- h. Armament:

-According to one source it has 2 fixed forward machine guns of 12.7 calibre; 1 20 calibre gun synchronized with the propeller (or 1 37 calibre gun); 6 rocket launchers under the wings.

-According to another source it has 2 20 calibre machine guns in the wings; 2 12 calibre guns firing through the propeller; and 4 3 kg rocket launchers.

-It is also reported that it has a machine gun over 23 mm in calibre in the nose of the plane. The length is 9.15m; the wing spread is 11m.

17. The LA-7 - This is a Russian single engine pursuit plane built entirely of wood. It has the following characteristics:

- a. 2,100 air cooled M-71 motor; the cylinders are in two blocks with 9 cylinders each placed in line.
- b. The Armament: 2 20 mm guns located on the upper part of the upper part of the motor; 1,37 mm, gun under the prow.
- c. Speed about 650 km/h.

18. The UT-1 - This is a training ship. Characteristics:

- a. An M-11-G motor of 100 HP or an M-11-E of 150 HP.
- b. Wing spread 7.3 m.
- c. Maximum speed 240 km/h
- d. Cruising speed 170 km/h
- e. Cruising range 500 km.
- f. Ceiling 5,000 m.

19. The UT-2 - This is a training ship used also for liaison. Characteristics:

- a. An M-11-D motor of 110 H.P.
- b. Wing spread 10.2 m.
- c. Maximum speed 210 km/h.
- d. Cruising speed 150 km/h
- e. Cruising range 600 km.
- f. Ceiling 5,000 m.

D. PERSONNEL

20. It appears to be the intention of the Russians and of the Yugoslav air Ministry to train a large number of pilots and specialists whose preparation and training will be the same as that received by Russian pilots and specialists.

21. It was reported that soldiers in the Yugoslav air force are sent to the main Russian centers to frequent courses lasting from 16 to 18 months. At the end of these courses students became Lieutenants 1st grade (October 1946)

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22. The present pilots of the Yugoslav air force come largely from the Croatian air force, the German air force, and the air force of King PETAR. Their morale is very low because they do not enjoy the trust of the political commissars who watch them very closely. The same cannot be said of the young pilots who have been educated under the new TITO doctrine.

E. SCHOOLS

23. Despite the very careful selection in the Russian pilot schools, flight personnel do not show great technical ability. Evidence of this is the number of inefficient planes which amounts generally to about 30%.

24. The best pilots are the old ones who belonged to the air force before 1941. They are either monarchists, or they belonged to the "Croatian Legion" which fought with the Germans on the Russian front. They are being replaced by the newly trained pilots.

25. The schools in YUGOSLAVIA are divided into Pilot Schools 1st grade and 2nd grade.

26. In the 1st grade schools the students learn to take off, to land, and the elementary phase of handling a plane in the air. While learning to handle various planes, the student is gradually trained to recognize the localities over which he flies by applying the theories of simple aerial navigation which he is being taught. The 1st grade schools are equipped with Tigers, Howards and unspecified types of Russian planes (date: 14 Sept 1946).

27. In the 2nd grade schools the practical part of flight instruction is divided into two phases. After the first phase of the training the military pilot's license is obtained. The 2nd phase is for training in a specialty. The 2nd grade Pilot Schools are equipped with faster planes of the same types as used by the air force. Most of the instructors and the teaching personnel are Russians, Germans and Croats.

28. At present there are the following schools in YUGOSLAVIA:

a. Aeronautical Academies:

-City of Pancevo Oct. 1946
Academy for officers

-Pancevo Airfield Oct. 1946
Pilot school. Planes used: YAK-9,
UUL-2, UPE-2, UT-2, Tigers, Howards,
Dakotas

-Novo Mesto
Academy for officers and noncoms

b. Miscellaneous Schools:

-Zagreb June 1946
Training center for officers and non-
coms pilots.
Air force school for the Army

-Beka
Motor mechanics' school August 1946

-Zeman November 1946
School for paratroopers

-Sarajevo August 1946
School for mechanics

c. Pilot Training Schools

-Petrovgrad September 1946
Pilot school 1st grade

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- <u>Ljubljana</u> Pursuit pilot school. Planes used: old type Italian planes, Spitfires (2nd and 5th series), Ratas	February 1946
- <u>Zara</u> Pursuit pilot school. Planes used: Spitfires (2nd and 5th series), Ratas.	February 1946
- <u>Ruma</u> Pursuit pilot school. Planes: YAK-1, YAK-7, UT-1, UT-2	November 1946
- <u>Kraljevo</u> Pursuit pilot school. Planes: British, American, Russian	August 1946
- <u>Divuglje</u> Pursuit pilot school. Planes: Ratas	April 1946
- <u>Petrovaradin</u> Pursuit pilot school. Planes: Tigers.	August 1946
- <u>Spalato - Split</u> Bomber school. Planes: S-79 and Beaufighters	February 1946
- <u>Zambo (Sic)</u> Pilot training school.	November 1946

F. YUGOSLAV AIR FORCE: SUBDIVISIONS

29. The Yugoslav Air Force is composed of five Aerial Divisions. Each Division consists of three Regiments (126 planes). Each Regiment consists of three Squadrons; the three Squadrons have 36 planes altogether while the Regiment Headquarters has 4 planes and 2 planes are kept in reserve, thus making a total of 42 planes for each Regiment. Each Squadron consists of three Sections, with a total of 12 planes, each section having 4 planes.

30. A regiment is generally commanded by a Captain. A squadron commander is selected on the grounds of professional ability, with the approval of superior officers and of the political commissar. Generally speaking, a Squadron has the following staff:

- 1 political commissar
- 1 Squadron commander
- 1 Squadron vice-commander
- 3 Section commanders
- 10 pilots
- 12 mechanics
- 12 assistant mechanics
- 15 gunners
- 2 electricians

The Squadrons do not have "maneuver pilots", this job being done by specialists in each Squadron.

31. At each Aerial Division Headquarters there is a Russian Mission composed of a Lt. Colonel and a staff of twenty. The purpose of the Missions is surveillance of personnel and materials.

32. The Supreme Headquarters of the Yugoslav Air Force is in ZEMUN. Supreme Commander is Gen. PIRC. Also on the staff are Russian Gen. VEKLOV, Col. PORQUADES, and Maj. KABALIJA.

33. The First Aerial Division is in SKOPLJE, commanded by Col. BARCHIC. Depend-ent on it are:

- 112th Fighter Regiment (Yak) - in SKOPLJE
- 421st Assault Regiment (Stormovik) in NIS

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419th Assault Regiment (Stormovik) - location unknown.
Cargo Squadron (Transport) - location unknown.

34. The Second Aerial Division is in Kraska Vas, commanded by Col. KAMELICH. Dependent on it are:

113th Fighter Regiment (Yak) - BREZICE - Commander, Lt. Col. MILICH
422nd Assault Regiment (Stormovik) - TOPLICE
423rd Assault Regiment (Stormovik) - BREZICE
40th Regiment (PE 2) - LUCKO - Commander, Maj. IGANOVSKI
6th Cargo Squadron (Transport) - BORONGAJ

Depending from the 113th Group are the following:

two Fighter Squadrons - KRASKO
One Assault Squadron - KRASKO
One Reconnaissance Squadron - KRASKO

35. The Third Aerial Division is in Devica Marija Polju. Dependent on it is:

111th Fighter Regiment (Yak) - in Devica Marija Polju

There are also dependent groups stationed at the Bled and Medvode airfields. They are the following, the exact location of which is unknown:

424th Assault Regiment (Stormovik)
420th Assault Regiment (Stormovik)
5th Cargo Squadron (Transport)

36. The Fourth Aerial Division is in Sombor. Dependent on it are the following:

110th Fighter Regiment (Yak) - location unknown
41st Bombardier Regiment (PE2) - SOMBOR
42nd Bombardier Regiment (PE2) - SOMBOR
7th Cargo Squadron (Transport - Junker-Douglas) - location unknown

37. The Fifth Aerial Division is at Crnomelj. Dependent on it are:

58th Fighter Regiment - Crnomelj
508th Fighter Bombardier Regiment - Crnomelj
524th Bombardier Regiment - Crnomelj
Two Cargo Squadrons - location unknown.

38. There is a Transport (Cargo) Regiment in ZEMUN. The 4th Transport Squadron is in ZEMUN.

39. The Military Aviation Headquarters for the Slovene Coast is at POSTUMIA.

40. It is not known from what central headquarters the following squadrons and regiments depend:

Fighter Regiment (Yak) - Novi Sad
Regiment (Stormovik) - Borongaj
Regiment(Stormovik) - Borongaj
Fighter Squadron (Yak) - Borongaj
Fighter Squadron (Hurricane) - Borongaj
Assault Squadron (Stormovik) - Gorica (Montenegro)
Fighter Squadron (Yak) - Mostar
Fighter Squadron (Spitfire) - Mostar

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G. ORGANIZATION OF THE YUGOSLAV ANTI-AIRCRAFT DEFENSE

41. War Ministry: Aeronautics Branch

Head of the Air Force General Staff
Vice-Chief of Operational General Staff

Vice-Chief of General Staff
for Passive Territorial Defense.

Headquarters for Active National
Air Defense

Corresponding Branch in
Interior Ministry

Air Force - Land Units
Commands for Territorial Defense

Special Committees for Anti-
Aircraft Defense

Aviation

Popular Militia

Bombardier Transports
and Observers

Commands of
Military Zones

1. Red Cross
2. Fire Brigade
3. Technical Assistants
4. Patriotic Associations

Fighter Squadrons
(12 planes)

Territorial Anti-Aircraft
Divisions (3 artillery regts.
each with 3 battalions and
various technical units)

42. In every town of any importance a special committee for anti-aircraft defense has been set up. Leading citizens make up this committee - town authorities, the head of the fire-prevention group, the leaders of the patriotic associations, etc. The structure and the composition of these committees depends on the size of the town. The committees are subdivided into sections. Dependent on the committees are: the fire-prevention corps, organized as a national group; the Red Cross, technical units and patriotic groups. A civilian association, subsidized by the State, has also cropped up, working side by side with the Committees.

H. YUGOSLAV AIRLINES

43. The following military airlines are now used in YUGOSLAVIA:

Ljubljana - Berlin
Ljubljana - Graz
Ljubljana - Lina
Mostar - Ljubljana (mail route)
Zagreb - Belgrade - Sarajevo

American planes and a few Junkers are used by the civilian airlines.

I. AERONAUTIC INDUSTRIES IN YUGOSLAVIA

44. Although the aeronautic industry has been recently accelerated, and despite shipments of material from RUSSIA, production has not yet reached the level required. There has been a notable increase in the funds put at the disposition of the aeronautic industry, for the expansion of existing factories and the founding of new ones. Most of the aeronautic factories now functioning work only on the reparation of airplanes.

45. Information on the aeronautical installations now at work follows:

ZAGREB - An airplane factory is working full capacity in ZAGREB; it was set up during the German occupation. In June 1946 there were Italian prisoners doing construction work at the factory.

ZEMUN - The ZMAJ airplane factory located in the district southeast of ZEMUN has been nationalized. It was bombed during the war but has been repaired and has now begun to construct airplanes of the ZMAJ and FIZIR type, which are not used in military aviation. In July 1946 production was doubled.

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LJUBLJANA - On the Ljubljana-Bled road near St. Vid there is a factory of the Slovene aeronautical organization. In August 1946 this factory had been given the use of supplementary buildings and had received extensive supplies from the Aeronautics Minister.

ROKOVICA - In Rokovica there is an airplane motor factory, which, however, works exclusively on reparations. The factory is located about 5 km. from Belgrade.

KRALJEVO - There is a factory for the reparation of airplanes about 1 km. north-east of the town of KRALJEVO, directly north of the KRALJEVO-KRUSEVAC railroad.

46. Before the war all glider-construction materials came from GERMANY. At present the Brdovlje factory, near Skofja Loka, provides plywood, while other parts are made in the Slovene aeronautical organization near St. Vid. When the gliders are constructed, they are sent to the Dobropolje glider-training school where the glider teams of the new air force are instructed. There are also similar schools in Ribnica and Bloka.

J. YUGOSLAV AIRPORTS

47. AIDUSSINA - The Aidussina airfield is at 45°53'25" North - 13°53'30" East Gr. Within the first ten days in May it was reported that the airfield was not serviceable and was being used as a dump for military equipment. 400 meters west of the field there is a gasoline dump of considerable though undetermined proportions. On the airfield there are: 6 pursuit planes; 1 reconnaissance plane, piper cub type; two German-type planes (date of information, November 1946).

48. BELA CRKVA - The Bela Crkva airfield is located at 44°53'10" North - 21°25'30" East Gr., 1.5 km. South of Bela Crkva, directly west of the road leading from the town to the Nera River. There is a firing range on the field (date of information, August 1946).

49. BLD - The airfield is situated near the Lake of Bled (Ljubljana). It was built by the Germans during their occupation of YUGOSLAVIA. In September 1945 the Slavs inaugurated the field as the first step toward the realization of a vast plan for the construction of aeronautical installations. On this field was initiated a drawn-glider piloting course. Early in June 1946 71 bombers arrived at the Bled airfield. In the middle of September 1946 it was reported that there were unidentified sections of the Third Aerial Division at the Bled airfield. The Third Aerial Division is stationed at Devica Marija Polju (Lubiana).

50. BOROVIC - Located at 45°25'00" North-18°50'00" East Gr., about 5 km. northwest of Vukovar and 1 km. north of the Borovo station. In August 1946 the field was reported to be serviceable.

51. BORONGAJ - The Borongaj (ZAGREB) airport is located at 45°48'40" North - 16°02'15" East Gr., 2 km. from the eastern boundary of ZAGREB and directly southwest of the railway station of Trnava. The field is in the form of a rectangle and is approached from the side near the railway station. To the right, after entering the field, one finds the command headquarters, and a little farther on the Radio Station and the Observation Post. There are seven hangars, two of which are used for repairing planes. They are well supplied with equipment left behind by the German troops (date of information October 1946). There are also two barracks-dormitories for the pilots, and a third barracks used as a billet for officers and a school for student specialists. The field is in excellent condition, as is also the runway, which is made of gravel and crushed stone covered with a layer of earth. Around the field there are anti-aircraft installations in perfect condition but lacking anti-aircraft guns. The Germans had built these installations during their occupation. There are also several underground gasoline tanks of great capacity, of which only one is now serviceable, however.

On the airfield are stationed: 2 regiments of Stormovik planes; 1 pursuit squadron using YAK planes, the 6th Transport Squadron, depending from the Second Aerial Division stationed in Kraska Vas.

Commander of the field is Lt. Col. REBULA, a native of Ljubljana.

A school for student specialists is also located on the airfield, directed by Russian officers. In September a course was concluded which had been initiated eight months before.

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Students were then assigned to the various sections. There is also a school for officer and non commissioned officer pilots and an army aviation school. The instructors of the army aviation school are Yugoslavs and Russians.

52. BRAZZA (Island) - An airport was being constructed on the island of Brazza, but work has been suspended (November 1946).

53. BREZICE - The Brezice airfield is located at 45°55'25" North - 15°35'15" East Gr., 2.2 km. north-northwest of the town of Brezice and directly south of the Zagreb-Brezice railway. In October 1946 the 113th Pursuit Regiment and the 423rd Assault Regiment were stationed on the Brezice field. The 113th Pursuit Regiment has the following type planes: "AK 1, armed with a 20 mm. gun and a 12 mm. machine-gun; "AK 3, armed with a 20 mm. gun and two 12mm machine guns; "AK 7, armed with a 36 mm. gun and a 12 mm machine gun; "AK 9, armed with a 20 mm. gun and a 12 mm machine gun. There are no anti-aircraft installations at the Brezice field (October 1946).

54. CRNOMELJ - The head quarters of the 5th Aerial Division is located on the Crnomelj field. The airport is commanded by the Russian Col. KAMALINOV (date of information, October 1946). In October 1946 the 5th Aerial Division was composed of the following sections: the 58th Pursuit Regiment, with four squadrons, the Crnomelj; the 508th Bombardier Pursuit Regiment, with three squadrons, and 45 twin-engine planes perhaps of the Russian U.52 type, at Crnomelj; the 524th Bombardier Regiment, with four squadrons, at Crnomelj; two Transport Squadrons, with 15 planes each, perhaps of the Russian KJ 50 type, location uncertain.

55. DELNICE (Susak) - It was reported in October 1946 that an airfield was being constructed in the Delnice (Susak) zone. Several types of airplane are at the airport.

56. DIVULJE - There is an airfield at Divulje between Spalato and Trau. At this field there is a fighter pilot school. There are 36 pursuit planes at the field, 8 of them being of Rata type and the others for the most part of English type. The fortifications around the field were destroyed by the Germans but have been reconstructed. There are no anti-aircraft batteries around the field.

57. DOLENISKA - The Doleniska airfield is being made ready for use. It is located about 23 km. north of Novo Mesto near the village of St. Janz Na Doleniskom(?). Early in June 1946 there were 200 Russian airplanes at this field.

58. DUBROVNIK - There is an emergency landing field at DUBROVNIK, at 42°2'15" North - 18°19'40" East Gr. At present the field is not being used and there are no airplanes on it (November 1946).

59. ECKA - There is an airport in the Ecka zone, near Petrovgrad(ex Veli ki Beckerek, in the Banato), which was recently completed and is thought to be the largest in YUGOSLAVIA (October 1946). Construction was under the direction of Russian technicians. In August 1946 there was reported to be an airplane mechanics school here. There are said to be 12 cement runways radiating outward and with length varying from 1 1/2 to 2 km. (date of information, October 1946) "AK 9 type airplanes are used.

60. GABEC - Early in November 2 German-type pursuit planes arrived at the Gabec field.

61. GORICA (Montenegro) - There is an airfield near Gorica, a town about 5 km. west of the city of Podgorica. It is poorly equipped and looks like a tilled field. It is about 900-1000 meters long and about 700 meters wide. It has two hangars, one of which is used as a warehouse for storing clothing, munitions, rockets, oils, machine guns, bombs for mortars, spare parts, etc. There are two barracks used by members of the ground crew. A squadron of Stormovik planes is on the field. There are also two Junker transport planes and four reconnaissance planes. Commander of the field is Lt. Col. KARLOFF. The ground forces serving as guards number fifty men, commanded by a Croat captain named PLIKO.

62. GRADYVA - In August 1946 it was reported that several Russian aircraft, including the pursuit type, were based at this remote airfield, piloted by Russian officers.

63. GRUBESKO - The Grubesko airfield is located at 45°22'40" North - 14°30'30" East Gr., 7.5 km. from Susak in the Gruboski Polje plain. Early in October 1946 it is reported that there were very few planes on the field and that reconstruction had been started, to put the field in working order.

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64. GRUDA - There is an emergency landing field at Gruda, about 22 km. from Dubrovnik, a short distance from the left side of the road leading from Dubrovnik. It has two runways (date of information, July 1946). At present the field is used only occasionally, and then by Russian planes.

65. KARLOVAC - In the Karlovac zone there are three airfields, at Udbinja, Mostanje, and Logoriste respectively.

a. Udbinja (Karlovac) - 45°29'00" North - 15°35'20" East Gr., 1 km. south-southwest of the center of the city, west of the railway line.

b. Mostanje (Karlovac) - 45°28'25" North - 15°34'20" East Gr., 2.2 km. south-southeast of the town, between the railway line and the Neretva River.

c. Logoriste (Karlovac) - 45°27'20" North - 15°33'45" East Gr., 4.3 km. south of the city, west of the road for Solje.

At one of these fields (whether a, b, or c is unknown), commanded by Col. PETRANICH, there are the following planes: eight pursuit planes, belonging to the 1st Squadron of the 113th Pursuit Regiment, with Hqs. at Drezice; 12 assault planes, belonging to the 422nd Regiment, with Hqs. at Stoplice; eight transport planes belonging to the 6th and 8th (?) squadrons of the Transport Regiment. (Date of information, September 1946).

66. KRASKA VAS - In Kraska Vas, southwest of Brezice, is the Hqs. command of the Second Aerial Division. It was reported in October 1946 that the division consisted of the following groups: 40th Bombardier Regiment (IL 2) at Lucko (Zagreb); 113th Pursuit Regiment (YAK) at Brezice; 422nd Assault Regiment (Stormovik) at Stoplice; 423rd Assault Regiment (Stormovik) at Brezice; 6th Transport Squadron at Koronagaj.

67. KRASKO (Brezice) - The Krasko airport is located between Ljubljana and Zagreb, almost at the Slovene-Croat border. In October 1946 it was reported that the field commander was Lt. Col. Novak, and that the following squadrons were stationed there: two pursuit squadrons with YAK planes; one assault squadron with Stormovik planes; one reconnaissance squadron. These squadrons all belong to the Second Aerial Division, having its Hqs. at Kraska Vas.

68. KOVIN - The Kovin airport is situated on the principal highway Lincevo-Bavanište-Kovin, near the Smeredovo field beyond the Dunav River. In August 1946 it was reported that practical lessons in flying are given there in the summer.

69. KRALJEVO - The Kraljevo airport is located at 43°43'40" North - 20°43'00" East Gr., about 1 km. east of the three Kraljevo railway stations, and is bounded by the Kraljevo-Kragujevac railway, which runs parallel to the south end of the field, by the road which runs along the eastern edge, and by the Morava River on the north. In the second half of August 1946 there was a pilot school here with about 80 training planes of British, American and Russian types.

70. KRALJEVICIJEVO - The Kraljevicevo airfield is located at 44°58'20" North - 20°42'40" East Gr., directly west of the town of the same name. It was reported in August 1946 that pilots were trained at this field.

71. KUMBUR - The Kumbur landing field for seaplanes is located at 42°26'10" North - 18°36'15" East Gr., on the Gjenovi promontory (northern shore of the Kumbur canal), 0.8 km. southeast of Kumbur and about 14 km. west of Kotor. There are four huts on the field the brickwork of which is in very bad condition (date of information, November 1946). There are no other installations. One of the sheds is used to house two MAS which are in working order. The water is kept clear but is not used for landings. South of the landing field are two torpedo tubes ready for action (date of information, November 1946). In the vicinity of the field are workshops where boat motors are repaired.

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7. VIS (Lissa) - There is an aviation field, reported to have three runways, in the Benzon-Kuljes region. In February 1946 there was reported to be a radio-transmitting station near the field. Late in April 1946 there were British pursuit planes on the field. There is anti-aircraft equipment on the island; six 4-barrel German pieces, and from eight to twelve 45-calibre British pieces of machine gun type (date of information, April 1946).

7. LJUBLJANA - Three airfields are located near Ljubljana, all in working order; they are:

- a. Devica Marija Polju - 46°03'43" North - 14°33'50" East Gr., 5.5 km. east of the principal station in Ljubljana and 1.6 km. west of the Devica Marija Polju station.
- b. Siska - 46°04'30" North - 14°28'54" East Gr., 2.5 km. northwest of the center of the city of Ljubljana.
- c. Skofljica - 45°59'05" North - 14°34'40" East Gr., 8 km. south-southeast of Ljubljana and 2 km. south of Skofljica.

The Devica Marija Polju field is 1350 meters long and 800 meters wide. There is a German type hangar on the field which is poorly equipped. It holds 60 planes. On the Ljubljana-S. Croce road, which passes near the airfield are the workshops and billets of the ground crew. To the left of the hangar at a distance of about 100 meters, looking from the vicinity of the railway, there are four tanks (two large and two small) containing gasoline. The munitions magazine is not on the airfield but at the Fourth Army dump in Ljubljana. The field is guarded by an infantry unit attached to the air force. In October 1946 it was reported that there were twenty 4-barrel 20mm machine guns for the anti-aircraft defense of the field. The Hqs. of the Third Aerial Division is known to be at the Devica Marija Polju field. The Third Division has other unidentified sections stationed at the Bled and Medvode airfields (October 1946). Sections of the Third Aerial Division, the exact location of which has not been ascertained are; the 424th Assault Regiment (Stormovik); the 420th Assault Regiment (Stormovik); the 5th Transport Squadron.

In the middle of November it was reliably reported that there is a pilot school for training pursuit pilots in Italian planes of old type, Spitfires (2nd and 5th series), and Kata planes, at either the Siska airfield or the Skofljica airfield near Ljubljana.

7. LUCKO - There is an airfield at Lucko, southwest of Zagreb. It was reported in November 1946 that the 40th Bombardier Regiment of the Second Aerial Division was stationed at this field. The 40th Bombardier Regiment uses PE 2 planes. The Hqs. of the Second Aerial Division is at Kraska Vas.

7. MEDVODE - The Medvode airfield is located along the Ljubljana-Kranj main air-line. Late in September 1946 it was reported that there were stationed at the Medvode field unidentified sections of the Third Aerial Division, which has its Hqs. at Devica Marija Polju.

7. LUNGA (island) - It was reported in November 1946 that an airport was being constructed on the island of Lunga, work on which had, however, been discontinued.

7. MITROVICA - There are two airfields in the vicinity of Mitrovica:

- a. Srem Mitrovica - 44°58'30" North - 19°37'00" East Gr., near the Mitrovica railway station.
- b. Kos. Mitrovica - 42°53'00" North - 20°55'00" East Gr., about 1 km. southeast of Mitrovica and east of the river Sistrica.

It was reported in June 1946 that late in the month 270 Russian planes of the old Kata type arrived at one of these fields together with a group of Russian instructors (officers with rank as high as major). Hangars were built because those existing were not sufficient.

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72. MOSTAR - The Mostar airfield is located at 43°18'50" North - 17°48'50" East Gr., about 3.5 km south of the city of Mostar, between the Mostar-Metkovic railway and the Mostar-Jasenica road, directly south of the Hum hill landmark. Predominant winds in this zone are the north-wind, and, only rarely however, the south-east wind; in winter there is generally an intense east-north-east wind. Landing and taking off occur generally in the south-north direction. In November 1946 the field was reported to be in working order. Early in September 1946 the following units were stationed at the Mostar airfield: one pursuit squadron, with Spitfire planes; one pursuit squadron with Yak planes. The latter squadron was commanded by Capt. SIMICH and had come from RUSSIA in March 1946; it is considered one of the most efficient units of the Yugoslav air force.

80. NIS - The Nis airport is located at 43°20'10" North - 21°51'10" East Gr., 4.5 km. northwest of the center of the city of Nis, and west of the large barracks. In October 1946 it was reported that the 421st Assault Group (three squadrons), with Stormovik planes, was stationed at the Nis field. The 421st Assault Group depends from the First Aerial Division, with headquarters at Skoplje.

81. NOVI SAD - The Novi Sad airport is at 45°16'00" North - 19°48'14" East Gr., about 3 km. west of the center of the city, directly north of the railway freight yards. The runway is about 1200 meters in length, running from south to north. Beside it is a hangar with a single pursuit squadron. Two other squadrons are scattered along the south side of the field, near the river (date of information, October 1946). There are fifty-one Yak 1, Yak 3, and Yak 7 planes on the field, comprising a three-squadron pursuit regiment. There are also six Yak 7 planes on the field which are used as student-planes to keep the pilots in practice.

82. NOVO MESTO (Prečno) - The Novo Mesto (Prečno) airfield is at 45°48'45" North - 15°07'10" East Gr., 4 km. west-north-west of the town on the right bank of the Prečna river. In town there is a Military Aeronautical Academy for Officers and Noncommissioned Officers. It was reported in June 1946 that the instructors were Russian officers.

83. OGULIN - Near Ogulin a new airport is being prepared, on a large scale (June 1946). There are already two airfields in that region:

a. Ogulin I - 45°16'50" North - 15°11'05" East Gr., at 4 km. northwest of Ogulin along the Ogulin-Srpska-Moravica railway.

b. Ogulin II - 45°14'15" North - 15°14'20" East Gr., at 3.2 km. south of the town, on the right bank of the Mreža river.

84. PANCEVO - The Pancevo airfield is at 44°54'15" North - 20°38'30" East Gr., 16 km. northeast of BELGRADE and 0.6 km. north of Pancevo between the Pancevo-Jobuka and the Pancevo-Kraljevicevo roads. It is without modern anti-aircraft defenses and has no take-off runway. It has five small wooden hangars and two large ones of iron. It depends on the Aeronautical Academy Command, having no organization of its own. The Academy is in the town and uses the airfield as a school (September 1946). Flights are made between April and September. The airport has a small repair shop and receives supplies from a vast network of subterranean storage tanks built by the Germans during their occupation. The airport might be enlarged. In September four large huts of German military type were being constructed on the field. The following airplanes are on the field: 25 PO 2 (bi-plane for teaching beginners); 7 UT 2 (monoplane for teaching those who have passed the course in the PO 2); 7 Tiger planes (British bi-planes for students); 2 Harvard planes (British bi-planes for students); 2 Dakota planes (bi-motor cargo monoplanes); 2 JAK 9 planes.

The Aeronautical Academy in Pancevo is headed by Col. BIJEIICA; political commissar is Maj. RAZNJATOVIĆ, the director is Maj. KRAUS (the latter gives directives and draws up the training program, following the suggestions of Russian military advisors).

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In September 1946 there were 50 students taking a two-year course at the end of which they would be given the rank of second lieutenant. Each student must have 50 flying hours in the PO 2, and then fly the UT 2 as well as the YAK 9 and the UIL 2. At the academy there are also students taking "graduate courses, for advanced training. At the academy courses are also given for observers, photographers, gunner, and armorers. The academy can house 200 men at one time. In September there were 600 men at the academy and airfield. Textbooks and teaching materials come from Russia. The Russian teaching method is used. The academy depends directly upon the Yugoslav Ministry of Aeronautics (date of information, August 1946).

85. PARENZO - In October 1946 it was reported that an emergency landing field was being hastily built at Parenzo.

86. PETROVARADIN - In the middle of August 1946 there was reported to be a pilot school, using Tiger & UT (sic) training planes, at the Petrovaradin airfield.

87. PETROVGRAD - The Petrograd airfield is located at 45°23'25" North - 20°21'50" East Gr., one km. west of the city. In September 1946 it was reported that a pilot training school of the second class was located on this field.

88. POSTUMIA - The Postumia airport is located at 46°46'20" North - 14°12' East Gr., in the Rechitani zone. Late in October it was reported that extensive work was being done to put the field in working order. There were a few planes of diverse types on the field.

89. RAVNAGORA - In September 1946 it was reported that an airport was being built near Ravnagora for commercial purposes. In reality it is a military airfield for the exclusive use of the Russians. It is commanded by Russian officers.

90. ROMNISKOPOLJE - There was reported to be an airfield in the vicinity of Romniskopljje in September 1946, where Kata planes were used.

91. RUMA - The Ruma airfield is located at 44°58'40" North - 19°48'50" East Gr., 2.9 km. south of Ruma and 1.3 km. southwest of the railway station. The land around the Ruma airport is completely flat, with few trees, and is cultivated. The landing-entrance for planes is at zero on all sides. The field has a masonry runway 1100 meters in length and for about 100 meters at the northern end it is 800 meters from the double-track railway running between Belgrade and Zagreb. In January and February 1945 there was only one wooden building used by the military guard and for storing aeronautical equipment; no other equipment was on the field. A single subterranean building housed the operational office, the radio station, the telephone and the telegraph. In the middle of November 1946 it was reported that at the Ruma field the pilot training school which had been closed since February 1946 had resumed activity under Russian direction. Here student pilots receive not only practical instruction in flying but also instruction in navigation, the principle of motors, and aerodynamics.

92. SABAC - The Sabac airfield is located at 44°45'00" North - 19°41'15" East Gr., directly southwest of the city. The airport is built on a natural field. In May 1945 there was only one wooden building on the airfield, for the local guard corps. In the building was a telephone.

93. SARAJEVO - There are two airports near Sarajevo, one at Rajlovac and one at Butmir (date of information, June 1946).

a. Rajlovac - 43°52'00" North - 18°18'30" East Gr., 9 km. west-north-west of Sarajevo. The Rajlovac field is larger than the Butmir field, being 2½ km. long and 1½ km. wide, with a runway.

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It was reported in October 1946 that there are two old hangars on the field formerly used by the Germans. The field serves only as a postal base for letters, packages and cargo, for the Zagreb-Belgrade-Sarajevo line. A Serb, Lt. Col. VILICH, is commander of the airport. In October 1946 no military air force unit was stationed at the field; there were about 20 IL 2 Italian, German and French cargo planes on the field.

b. Butmir - 43°48'55" North - 18°20'14" East Gr., 9 km. southwest of Sarajevo and 6 km. south-south-east of the Rajlovac airport.

c. It was reported in September 1946 that in the city of Sarajevo there was an important mechanics school under the direction of the Corps of Russian Counsellors.

9. SKOPLJE - The Skoplje airfield is located at 41°59'00" North - 21°28'10" East Gr., 2.5 km. southeast of Skoplje, between the Vardar river and the Skoplje-Veles railway. The First Aerial Division has its headquarters there. In September 1946 units of this Division were reported to be distributed as follows: the 112th Pursuit Regiment (Jak) was in Skoplje; the 421st Assault Regiment (Stormovik) was in Nis; the location of the 419th Assault Regiment (Stormovik) and of the Transport Squadron was unknown. Late in October 58 planes of Russian type arrived at the Skoplje airport; they were: 38 Jak planes, 15 tri-motor bombers and 5 cargo planes, with large supplies of arms and ammunition.

9. SOMBOR - The Sombor airport is located at 45°44'40" North - 19°07'30" East Gr., directly south of the town of the same name and the road to Apatin, and east of the railway going to Baja Odzaci. There is a cement runway about 2 km. in length and 30-40 meters in width. To the right of the runway at the northern extremity there are two hangars containing about ten bombers each (October 1946). Directly behind the hangars there are six little cement houses for the airport staff. Subterranean gasoline storage tanks are located 800 meters east of the runway and south of the hangars. At about 2 km. west of the middle of the runway there is a hidden arms dump concealed by bushes. The field has no Radar equipment or any flying aids or guides. It is thought that radio-goniometers are being installed at the two extremities of the landing field. There is a meteorological group on the field consisting of four soldiers, with Russian equipment and a radio transmitting station which maintains contact between the command and Zemun. There are about twenty shelters for airplanes in the form of embankments in a U-shape. They are not in good condition and in October they were not being used. It was reported in September 1946 that the Fourth Aerial Division, which has its headquarters at Sombor, consists of the following units: 110th Pursuit Regiment (Jak), location unknown; 41st Bombardier Regiment (PE 2), at Sombor; 42nd Bombardier Regiment (PE 2), at Sombor; 7th Cargo Squadron (Junker-Douglas), location unknown. The 41st and the 42nd Regiments have a combined strength of 1600 men; in addition to these men there are at Sombor 1500 troops attached to the field and supply services and to the guard patrols (October 1946). In addition to the 100 Russian PE 2 planes belonging to the 41st and 42nd Regiments, there are also some Caproni and German Junker planes, sometimes, though rarely, used as training planes, for first flights, and for student maneuvers. Field commander is Lt. Col. CANKO, who also commands the 41st Regt. Commander of the 42nd Regt. is Lt. Col. POLJANAC. (October 1946).

9. SPLIT - There are three airports in the Split zone:

a. Sinj I (Split) - 43°42'10" - 16°40'30" East Gr., 3 km. east of the town of Sinj.

b. Sinj II (Ravna) - 43°42'20" North - 16°42'30" East Gr., about 5 km. east of Sinj and 2 km. southwest of Gala, near the west bank of the Cetina.

c. Sinj III (Gala) - 43°42'47" North - 16°43'16" East Gr., 6.6 km. approximately east-north-east of Sinj, directly south of Gala, between the Cetina river and the Gala-Udovicic road.

There is a pilot training school at one of these fields, which was reported in February 1946 to specialize in the training of pilots for Beaufighter bombers.

9. TOLMINO - Early in October 1946 nine fighter planes of Russian type landed at the Tolmino airfield.

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98. TOPLICE - It was reported in October 1946 that the 422nd Assault Regiment (Stormovik planes) was stationed at the Toplice airfield. The 422nd Regt. depends upon the Second Aerial Division which has its headquarters in Krška Vas. The airport is southwest of Brezice on the main highway running from Brezice to Kostanjevica.

99. VELIKA GORICA (Zagreb) - The Velik. Gorica airfield is located at 45°44'25" North - 16°05'15" East Gr., about 3 km. from the town of the same name. It has a cement runway 1300 meters by 50 meters, running from east to west parallel to the double-track railway between Belgrade and Zagreb. Parallel to the landing field is a "dispersion runway" built by the Germans in the form of a rectangle, with branches running into the woods at the southern extremity of the field. This runway is also made of reinforced concrete. The "dispersion runway" begins in the town of Pleso, nearby. In June 1945 supplies were brought in by a logistical battalion stationed in Pleso, by means of trucks and tank-carriers, when supplies were requested by telephone by the airport command. The Logistical battalion in Pleso followed the 112th Fighter Group and is now in Skoplje (September 1946), still doing the same supply work. The 112th Fighter Group, now in Skoplje, also had its headquarters previously at the Velika Gorica airfield.

100. Villa del Nevoso - Early in June 1946 there were fourteen Russian-type airplanes on the emergency landing field at Villa del Nevoso. It is thought that the field was constructed by the Germans during the occupation.

101. VIPACCO - The Vipacco airport is located at 45°49'55" North - 13°57'25" East Gr. Although it is not well equipped, it is very large, and, early in 1945, was used as a landing field for fully-loaded flying fortresses. In May 1946 it was not suitable for use as an airfield, and was being used to store military equipment.

102. ZAMBO - There is a pilot training school at the Zambo airport where about 120 students are being instructed, including Bulgars and Albanians. It was reported in October 1946 that this school was under the direction of Russian officers.

103. ZARA - In the Zara region there are two airfields: one at Nona, and one at Madin (44°04'20" North - 15°59'30" E.M.M.) It was reported in November 1946 that a pilot training school was located at one of these airfields, where instruction was given with Bata and Spitfire fighter planes.

104. ZEMAN - The Zeman airport is located at 44°06'20" North - 15°21'10" East Gr. It was reported in April 1946 that the fortifications of the airfield had been almost completely destroyed. The following units were reported in September 1946 to be stationed at the field: a fighter squadron (Hurricane); the Fourth Transport Squadron, depending from the Transport Group stationed at Zeman. The field is used as a stop on the Zagreb-Belgrade-Zeman passenger line. (April 1946).

105. ZEMUN -

a. The Zemun airport is located at 44°48'45" North - 20°24'30" E. Gr., 3 km. south of Zemun and 4 km. west of Belgrade. It is one of the best airfields because its position makes it strategically important. It was reported in September 1946 that the field installations which had been bombed or mined were being reconstructed. Those which had been repaired were being used as offices. Approximately three-quarters of the periphery of the field is fenced in, and there are gasoline dumps around the field. The runway is double, intersecting, in excellent condition. The airfield has vast quantities of materials used to supply other fields as well; supply officer is Maj. PRIVC.

b. The Transport Regiment has its headquarters at the Zemun airport. Units depending from the Regiment are assigned to the various Aerial Divisions or to the General Command, for the specific purpose of maintaining aerial communications with RUSSIA.

c. There are 100 cargo planes on the field; most of them twin-motor Douglas planes, tri-motor Junkers, twin-motor Russian planes of the L. 52 type; and five Savoia Marchetti planes.

d. A Paratroop School was recently (November 1946) set up at the Zemun airfield, with about 2000 students. Moreover paratroop units have been organized consisting of Yugoslav elements who have had previous special training courses in RUSSIA. Air force Col. Ljubo MARTINOVICH is said to be the commander of these paratroop sections.

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e. The Technical Center of the Yugoslav Airforce has its headquarters at the Zemun airport, commanded by the engineer Lt. B. CLJAN. At present technical experiments are being made with gliders, and the planes sent from RUSSIA are being studied, as well as the reaction motors of which there is a German example on hand, sent from RUSSIA (September 1946).

f. The Aeronautics Ministry is located in the city of Zemun.

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CHARACTERISTICS OF THE PLANE

Engine	Wing spread	Length	Altitude	Crew	Type of Motor (horse-power)	Maximum cruising speed at an altitude of	Altitudes climbing at m.	Ceiling at m.	Normal cruising range	Air Armament Machine-Gun Fixed Mobile	Cannons	Normal bomb load
ZAR-26	23	14	-	3	$M = \frac{25}{2 \times 750}$ $N = \frac{85}{2 \times 800}$	$\frac{370/300}{3000}$ $\frac{490/300}{4500}$	-	8500	1600 2000	3 (1)	-	600 800

(1) Double barrel

The prototype of this plane constructed in 1936 established various records among which that of carrying a commercial load of 1,000 kg. at a speed of 325 km/h for a distance of 5,000 km. at a height of 12,000 meters.

DB-3	21.40	14.50	3	3	$M = \frac{87B}{2 \times 950}$	$\frac{408/300}{4200}$	$\frac{12}{4000}$	7300	$\frac{1200}{3000}$	-	3	-	1000 2500
DB-3 A													
DB-3 F	21.40	14.30	-	3	$M = \frac{88B}{2 \times 1000}$	$\frac{445/320}{6800}$	$\frac{11}{5000}$	10000	$\frac{7}{2600}$	-	3	-	1000 2500

The DB-3 A was developed from the DB-3. The DB-3 F, also known as the 13-4, from the name of its builder "ILITECIN", resembles the DB-3, but has a longer nose and has no fore machine gun turret. The DB-3 F is also used as a torpedo plane.

PE-2	17.10	12.60	-	3	$M = \frac{105B}{2 \times 1150}$	$\frac{600/426}{4000}$	$\frac{10}{5000}$	9000	$\frac{1000}{1500}$	2	2-4	-	600 1000
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The PE-2 is a dive bomber. It was developed from the German JU-88. The diving angle is 60°. It is very vulnerable because it has several gas tanks scattered throughout the cabin.